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PROSPECTUS

OF

The North-West Transportation,

NAVIGATION,

AND

RAILWAY COMPANY.

CHIEF OFFICE: TORONTO, CANADA.

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CLARK ROSS, Esq.

WM. KENNEDY, Esq.

(To be reduced to ten after the First General Meeting of Stockholders.)

SECRETARY,—ANGUS D. McDONNELL, Esq.

SOLICITOR,—ADAM WILSON, Esq.

BANKERS,—THE BANK OF UPPER CANADA.

Capital Stock, for trade, transport and improvement of
route..... £100,000
With power to increase the same for the above purposes to... 200,000
And further power of increase for Railway purposes, at the
rate of £7,500 for every mile (after five miles) of Railway
constructed Westward from Lake Superior.

DIVIDED INTO FIVE-POUND SHARES.

LIABILITY LIMITED.

PROSPECTUS.

This Company has been incorporated by an Act passed during the late Session of Parliament. which, as may be seen, confers the peculiar privileges and extraordinary powers necessary to enable them to extend their works according to the increase of the trade and the development of the resources of the country where their operations are to be carried on.

The first object the Company have in view, is to open out the route from Lake Superior to the fertile prairies of the Red River and the Saskatchewan. The present trade of these countries is carried on by two opposite routes, the one passing some eight hundred miles, nearly due North, to York Factory on Hudson's Bay and the other about seven hundred miles, nearly due South to St. Paul in the State of Minnesota, both at right angles to the general course and ultimate destination of the trade, while the Lake Superior route (now proposed to be opened) passes between the other two, almost in a straight line into the centre of the country.

It is needless to allude to the practice of carrying goods round by Hudson's Bay, from even within the range of Steam navigation on the St. Lawrence, further than as an exploded system which has been kept up at a great expense to suit a particular object, while the route by St Paul, instead of being an injury or a rival—having as a main line, about 420 miles against it—will form a most important feeder to the line of transport now proposed, which was the first and only highway when the trade of those countries was untrammelled and found the natural outlet of a great traffic by this route.

The annual trade of which this route, when opened up, must, in defiance of all competition, become the channel, even in the present state of the country, amounts to nearly, half a

million of pounds in value, and this, with the rush of settlers to the fertile prairies of the West, which it is evident will take place the moment it is made practicable, will require all the means of transport the Company can create.

This Company had been projected—independent of the discovery of gold on Fraser River—with a view to the extension of its operations to the shores of the Pacific.

That discovery must, however, accelerate operations in that direction, and it will be apparent from a glance at the map, that with a comparatively small outlay in making the portages practicable for wheeled vehicles, with small steamers on the navigable waters of Rainy Lake and River, the Lake of the Woods, &c., and the splendid navigable waters of Red River, Lake Winnipeg and the Saskatchewan, this route can, even so early as next Summer, be made the quickest, as it is by thousands of miles the shortest way, over any route now used, to the gold fields.

The greatest present difficulty of reaching the gold district seems to be the ascent of Fraser River, and by recent accounts it appears that a circuitous route to the sources of some of its tributaries, by which the parties descend to the gold country, has been found the most practicable, thus shewing an additional circumstance in favour of the Canadian route, descending from the mountains, which are commonly crossed on horseback from the Saskatchewan.

No rational man, at the present day, can doubt the early construction, either on British or American territory, of a railroad to the Pacific, commanding the commerce of Europe and Asia, an event not rendered more certain, though it must be greatly expedited by the recent gold discoveries. This Canadian Company is now in advance; it has the charter; it commands the position, and it depends upon the energy and judgment of its projectors, and the views of those who may become stock-holders,—whether, following with the construction of a railroad in the wake of its pioneer operations in transport and trade,—it shall in fact become the Pacific Railway Com-

pany, and secure the speedy construction of that most important of national highways within British territory.

In the building of a Railway, interest accumulates against the construction account, without any receipts until the opening of the road; but in this undertaking there will be receipts, calculated to keep down such accumulation of interest, even during the first season's operations. There is a steamboat now on the route to the head of Lake Superior, in connection with a canoe mail service through to Red River, and as soon as the Company can carry passengers, even to Red River, the intense interest now taken in that part of the country will induce numbers to visit it, thus, with the mail service and transport of freight, yielding an immediate revenue.

Nor is it the least promising feature, that for the encouragement of this enterprise, Parliament has granted the right of trading, not usually accorded to companies of this kind, by which the Company will enjoy the privilege of participating in, —while it is manifest they will have an advantage over all others in prosecuting the valuable trade of those countries, of which, as soon as the route is opened, they must for themselves or others, become the carriers.

The same may be said, as soon as the operations of the Company reach Fraser River, not only as regards passengers and trade, and the transport of supplies, but also a mail subsidy, which will undoubtedly be granted as soon as the route is proved to be the quickest.

The objects of the Company, it will thus be seen, are threefold—

1st. The opening of a route to the rich prairie lands West of Red River, and thence to Fraser River and Vancouver's Island.

2nd. Participation in the lucrative trade of those countries, in which the Company will have an advantage, as they must be, for at least a considerable period, almost the sole carriers of the exports and imports.

3rd. The construction of a Railway, to be continued, as early as circumstances will permit, to the Pacific.

The first is a necessary preliminary to the other two. Trade may indeed be combined with the whole progress of the works. But the construction of a practical route is essential before Railway operations could be proceeded with.

One of the great drawbacks to the construction of a Pacific Railway through the United States, consists in the difficulty of access arising from the want of navigable waters beyond the Mississippi on the course of any of the proposed lines, there being a great breadth of arid country to be traversed East of the Rocky Mountains, not practicable, for the transport of supplies for the purpose of prosecuting the works at different points, so that operations could only be carried on from one point according as the road was finished mile by mile, and became itself the means of carrying the material for its further construction.

On British Territory, on the contrary, as soon as a few comparatively insignificant links of road are made to connect navigable waters, there is at once a great highway, fit for travel or the transport of heavy material.

The operations proposed for the following season, and the amount required to carry them out, would therefore be as follows, viz :—

First. To construct the Portage roads between Lake Superior and Red River, in all 140 miles of waggon road at £225 per mile, that amount being found sufficient to make the best class of unmacadamised roads in Canada. For the roughest parts this sum would be indeed too small, but on the other hand the longest link of road to be made, 91 miles from the Lake of the Woods to Fort Garry, is of peculiarly easy construction, and thirty miles of it prairie, already passable by carriages.

Second. To place four small steamboats on the navigable reaches, three of them costing say £1500 each, and one on the longest reach, of 160 miles on Rainy River and Lake of the Woods, £3,000; also several freight boats, to be used as occa-

sion might require, and oared boats for a part of the route not yet ascertained to be fitted for a steamer, say in all £1000. A steamboat on Red River at £3,500 to run about 350 miles to the rapids of the Saskatchewan; portage road at the rapids £1,000, and another steamboat at £3,500, to run about 750 miles up the Saskatchewan.

The last point reached by boat on the Saskatchewan is less than two hundred miles from the Thomson and Fraser Rivers. For this part of the route no present estimate can be made but its thorough exploration as early as the season will permit, will be one of the first things undertaken in the spring; but from what is already ascertained it is known that there is no great difficulty in the way of getting passengers across.

For all other contingencies, therefore, such as temporary buildings for the accommodation of passengers, in places where no such provision as yet exists, the forming of posts, &c., across the Rocky Mountains, between the highest navigable point on the Saskatchewan and Fraser River, cost of exploration, &c., it would be safe to allow £10,000.

To recapitulate, the outlay would stand thus:—

140 miles of road at £225 per mile.....	£31,500
Considerable bridges, dams to increase a navigable reach, &c.....	4,500
3 small Tug or Passenger boats at £1,500 each.....	4,500
1 do at £3,000.....	3,000
Freight boats.....	1,000

Total to Red River.....	£44,500
2 steamboats, one from Red River to Rapid of Saskatchewan, and one above the Rapid, at £3,500 each.....	7,000
Portage road at Rapid.....	1,000
Other contingencies, passage of Rocky Mountains, &c.....	10,000
	£62,500

A steamboat would also be required to run through Lake Huron and Superior, which may be purchased for less, but could not be built under.....	12,500
	£75,000

Say in all seventy-five thousand pounds required for next year's operations,—an insignificant sum for such a result as the laying open of the heart of the Continent in its most fertile part, and the creating of a route to the Pacific, shorter and more expeditious than any other.

The knowledge of the route upon which these estimates are based is derived in part from explorations made during the past eighteen months, on behalf of the projectors of the Company, some of whom have provided the means of transport for carrying the mail as far as Red River, from surveys made by the late David Thompson, Esq., formerly Surveyor to the North West Company of Montreal, and the surveys lately made and still in progress by the Government.

The immediate profit, to be derived from this outlay, will arise from the freight of goods, &c., the exports and imports of the country, even in its present state, justifying the hope of a large carrying trade, the increase on which must, however, be very rapid. The conveyance of passengers, both settlers and travellers, of whom there will undoubtedly (from the intense interest now taken in that country, and the numerous enquiries made for the means of passage to it) be as great a number as the Company will be well able to accommodate; the carrying of through passengers to Fraser River, and the transport of the mails, in which this route can have no rival. In the construction of the Pacific Railway, too, this line will afford the only means for the transport of the material. There is thus ample business to be done to afford a profitable return.

The route by St. Paul as soon as it is opened will form a valuable feeder, and by information received from Governor Stevens, now representative of Washington Territory in the Senate of the United States, the people of that territory and Oregon will be prepared to cut a road to the head waters of the South Branch of the Saskatchewan, as soon as they are certain that a steamboat will be placed on that river, which will at once become their highway to the Eastern States via Lake Superior.

In estimating for so small a class of steamboats, it must be observed that they are intended to run into shoal water, where flat-bottomed boats carrying freight, &c., can be towed by them as circumstances may require.

A practicable route can undoubtedly be made for a smaller sum than the estimate here given, but if the gold excitement on Fraser River continues, it may be desirable to have at once even a better class of roads and more powerful steamboats than above contemplated, for, as the time of transit from New York to Fraser River (even without a single link of railway) will be less than half what it is now from that city, via Panama, to Victoria, the stream of passengers will be such as to pay for the best class of conveyance that can be made in the first place, and necessitate also immediate action under the railway powers vested in the Company.

It is the intention of the Company to take the necessary steps authorized by their Charter to have the increase of stock for Railway purposes declared at the earliest moment possible, when the most favourable opportunity will be taken of raising the further capital required to enable them to proceed with the construction of the Railroad.

The first instalment of ten shillings per share may be deposited upon subscription, but shall only be called in positively upon ten days' notice.

Future calls will only be made at intervals of not less than sixty days' and upon thirty days notice.

Application for shares may be made to the President, Vice-President, or Secretary, at the office of the Company, No. 15, King Street West, entrance round the corner on Jordan Street.

FORM OF APPLICATION FOR SHARES.

To the President and Directors of the North West Transportation, Navigation, and Railway Company:—

I request you to allot to me _____ shares of five pounds each in the Capital Stock of the above Company, and I agree

to accept the same or any less number, and pay the instalments as they become due, and sign any Stock-book or Deed which may be required for giving effect to my subscription, and to be bound by all the by-laws and regulations of the Company.

Dated this _____ day of _____ 1858.

Name, _____

Address, _____

Profession, _____

Reference, _____

Toronto, October 15th, 1858,

